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A Letter, of which the following is a Copy, from the Admiral Earl Howe to Mr. Stephens, ſupplementary to his Lordſhip's Letter of the 2d Inſtant, publiſhed in the London Gazette Extraordinary of the 11th, was received late laſt Night.

IN the Extract of the Journal herewith encloſed, the Proceedings of the Fleet are ſtated from the Time of leaving St. Helen's on the 2d of laſt Month to that of the firſt Diſcovery of the French Fleet on the 28th of the ſame. For the farther Information of the Lords Commiſſioners of the Admiralty, I have now therefore to relate the ſubſequent Tranſactions not already communicated in my Diſpatch of the 2d Inſtant, to be delivered by my Firſt Captain, Sir Roger Curtis.

Early in the Morning of the 28th, the Enemy were diſcovered by the advanced Frigates, far diſtant on the Weather Bow. The Wind then freſh from the S. by W. with a very rough Sea.

They came down, for ſome Time, in a looſe Order, ſeemingly unapprized that they had the Britiſh Fleet in View. After hauling to the Wind when they came nearer, they were ſome Hours before they could completely form in regular Order of Battle upon the Starboard Tack; the Britiſh Fleet continuing as before in the Order of Sailing.

The Time required for the Enemy to perfect their Diſpoſition, had facilitated the nearer Approach of His Majeſty's Fleet to them, and for the ſeparately appointed and detached Part of it, commanded by Rear-Admiral Paſley, to be placed more advantageouſly for making an Impreſſion on their Rear.

The Signals denoting that Intention being made, the Rear-Admiral, near upon the Cloſe of Day, led his Diviſion on with

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with peculiar Firmneſs, and attacked a Three-decked Ship, (the Revolutionaire) the Sternmoſt in the Enemy's Line.

Making known ſoon after that he had a Topmaſt diſabled, Aſſiſtance was directed to be given to him in that Situation. The quick Approach of Night only allowed me to obſerve, that Lord Hugh Seymour (Conway) in the Leviathan, with equal good Judgment and determined Courage, puſhed up alongſide of the Three-decked French Ship, and was ſupported, as it appeared, by Captain Parker of the Audacious, in the moſt ſpirited Manner.

The Darkneſs which now prevailed did not admit of my making any more accurate Obſervations on the Conduct of thoſe Ships and others concerned in the ſame Service; but I have ſince learnt that the Leviathan ſtretched on farther ahead, for bringing the Second Ship from the Enemy's Rear to Action, as ſoon as her former Station could be occupied by a ſucceeding Britiſh Ship; alſo that the Three-decked Ship in the Enemy's Rear as aforeſaid, being unſuſtained by their other Ships, ſtruck to the Audacious, and that they parted Company together ſoon after.

The Two opponent Fleets continued on the Starboard Tack, in a parallel Direction, the Enemy ſtill to Windward the Remainder of the Night. The Britiſh Fleet appearing in the Morning of the 29th, when in Order of Battle, to be far enough advanced for the Ships in the Van to make ſome farther Impreſſion on the Enemy's Rear, was tacked in Succeſſion with that Intent.

The Enemy wore hereupon from Van to Rear, and continued edging down in Line ahead to engage the Van of the Britiſh Fleet; when arrived at ſuch Diſtance as to be juſt able to reach our moſt advanced Ships, their headmoſt Ships, as they came ſucceſſively into the Wake of their reſpective Seconds ahead, opened with that diſtant Fire upon the headmoſt Ships of the Britiſh Van. The Signal for paſſing through their Line, made when the Fleet tacked before, was then renewed.

It could not be for ſome Time ſeen, through the Fire from the Two Fleets in the Van, to what Extent that Signal was complied with. But as the Smoke at Intervals diſperſed, it was obſerved that the Cæſar, the leading Ship of the Britiſh Van, after being about on the Starboard Tack, and come abreaſt of the Queen Charlotte, had not kept to the Wind; and that the appointed Movement would conſequently be liable to fail of the purpoſed Effect.

The Queen Charlotte was therefore immediately tacked; and, followed by the Bellerophon, her Second aſtern, (and ſoon after joined by the Leviathan) paſſed through in Action, between the Fifth and Sixth Ships in the Rear of the Enemy's Line. She was put about again on the Larboard Tack forthwith, after the Enemy, in Preparation for renewing the Action with the Advantage of that weathermoſt Situation.

The Reſt of the Britiſh Fleet being at this Time paſſing to Leeward, and without the ſternmoſt Ships, moſtly of the French Line, the Enemy wore again to the Eaſtward in Succeſſion for ſuccouring the diſabled Ships of their Rear; which Intention, by reaſon of the then diſunited State of the Fleet, and having no more than the Two crippled Ships, the Bellerophon

lerophon and Leviathan, at that Time near me, I was unable to obſtruct.

The Enemy having ſucceeded in that Operation, wore round again, after ſome diſtant cannonading of the neareſt Britiſh Ships, occaſionally returned, and ſtood away in Order of Battle on the Larboard Tack, followed by the Britiſh Fleet in the ſame Order (but with the Weather Gage retained) as ſoon as the Ships coming forward to cloſe with the Queen Charlotte were ſuitably arranged.

The Fleets remained ſeparated ſome few Miles, in View at Times on the Intermiſſion of a thick Fog, which laſted moſt Part of the Two next Days.

The Commander of a Fleet, their Lordſhips know, is unavoidably ſo confined in his View of the Occurrences in Time of Battle, as to be little capable of rendering perſonal Teſtimony to the meritorious Service of Officers who have profited, in a greater Extent, by the Opportunities to diſtinguiſh themſelves on ſuch Occaſions.

To diſcharge this Part of my public Duty, Reports were called for from the Flag Officers of the Fleet, for ſupplying the Defects of my Obſervance, under the limited Circumſtances above-mentioned. Thoſe Officers, therefore, who have ſuch particular Claim to my Attention, are the Admirals Graves and Sir Alexander Hood; the Rear-Admirals Bowyer, Gardner and Paſley; the Captains Lord Hugh Seymour, Pakenham, Berkeley, Gambier, John Harvey, Payne, Parker, Henry Harvey, Pringle, Duckworth, and Elphinſtone. Special Notice is alſo due of the Captains Nicholls of the Sovereign, and Hope of the Bellerophon, who became charged with, and well conducted thoſe Ships, when the wounded Flag Officers, under whom they reſpectively ſerved therein, were no longer able to remain at their Poſts; and the Lieutenants Monckton of the Marlborough, and Donnelly of the Montagu, in ſimilar Situations. Theſe Selections, however, ſhould not be conſtrued to the Diſadvantage of other Commanders, who may have been equally deſerving of the Approbation of the Lords Commiſſioners of the Admiralty, although I am not enabled to make a particular Statement of their Merits.

To the Reports from the Flag Officers are added thoſe required from the ſeveral Captains of the Fleet; whereby their Lordſhips will become more particularly acquainted with the meritorious Services of the ſeveral Commanders, and animated Intrepidity of their ſubordinate Officers and Ships Companies; to which the Defeat of the Enemy, with every Advantage of Situation and Circumſtance in their Favor, is truly to be aſcribed. To the like Purport, I beg my Teſtimony, in Behalf of the Officers and Company of every Deſcription in the Queen Charlotte, may be accepted.

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